#### JUNE MAGAZINES.

THE ATLANTIC. A noteworthy article in this number relatmg to the political history of New-England, is the essay in Timothy Pickering, by Mr. Henry Cabot Lodge in which the writer undertakes to supply some of the decleneres in Mr. Upham's biography of the vehement and combative Massachusetts statesman. According to Mr. Cabot Lodge, the three volumes of Mr. Upham's thaborate memoir of Timothy Pickering are written from a wholly mistaken with the nature and collections. tlaborate memoir of Timothy Pickering are written from a wholly mistaken view of the nature and obligations of history. They soften the personal and political controversies which were a part of the life-blood of Colonel Pickering, until they appear to be little more than mere speculative differences of opinion and wholly ignore the secession tendencies in New-England from 1804 to 1815, of which he was a conspicuous and powerful advocate. The course of this movement is described in a brief but lucid sketch by Mr. Lodge. After the accession of Jefferson to the presidency, and the development of his policy by the purchase of Louisiana, which Pickering regarded as the indefinite extension of slave-holding terri-tory, and the consequent political extinction of New England, he believed that the rum of the country was imminent, though he was not for an instant east down. His courage rose with the emergency. In the rights of the States he found a wespon for an oppressed minority. With some of his associates he turned to this as a sure remedy. They looked upon secession as the flual and perfectly natural expedient, and this belief was then universal. The Union was new was an experiment; the State Governments had stood the test of long experience; the only question was whether the experi-ment had permanently failed; if it had failed, secession, it was thought, was not only a right, but a duty To the mind of Pickering, the case did not admit of a doubt. The Union was a failure; his party, his State and his principles were about to be effaced; and there was no assurance that civil liberty and order would not soon be sacrificed in deference to the im pulses of the rabble. But Pickering and his associates utterly failed to catch the drift of public ment. The people at large were gratified with the Louisiana purchase, and the other dangers so enormous in the eyes of the federalist leaders did not impress the popular imagination. The advocates of secession were soon undeceived. When they applied for support to their party allies they received no encouragement, and the death of Hamilton destroyed even the prospect of discussing the project. This was the end of the scheme to dissolve the Union in 1804. But the days of the federnlists were not yet over. The struggle between France and England again involved the interests of the civilized world. The timerous policy of Jefferson gave a great advantage to the federalists, and they united New-England against the Administration. Into the bitter contest caused by the embargo, Pickering threw him the creed of 1804. He was again, however, destined to disappointment. The party leaders in New-England were not prepared for his extreme measures. At last came the call for the Hartford Con ention, and Pickering felt that the decisive moment was at hand. But all ended in smoke. The convention met and did its work, not in the spirit of Pickering, but quite to his satisfaction, as the stepping-stone to an ulterior movement in accordance with his designs. But while dreaming of the future, the Treaty of Ghent was announced, the battle of New-Orleans took place, and all vas over with his visions of federalist supremacy. The struggle of the past fifteen years was at an end, and a new political era had begun. Colonel Pickering's per-sonal qualities are portrayed in an interesting sketch by the writer, showing that whatever may have been his errors of judgment, he possessed the character of the but quick and sudden in quarrel; inexorable in prejudices; and firm as steel in the sense of his own infallibility.-Among other papers of interest, there is a good critical estimate of Doudan, by T. S. Perry, "Unforceeen Results of the Alabama Dispute," by Arthur Sedg wick, and a racy chapter of railway travel in England, by Richard Grant White. The small allowance of poetry includes a contribution from H. H., entitled " Border

The variety and excellence of the illustrations in the June number deserve even a more cordial mention than usual, while the letter-press includes contributions from several favorite writers, and on topics of general popular interest. A very agreeable paper by antiquarian curiosities of the "South Shore" of Massachusetts Bay, including the primeval town of Plymouth, Duxbury, Marshfield, Scituate, Hingham, and other places of renown in the annals of the Old Colony. "The American Sculptor," by G. W. Sheldon, gives several pleasant anecdotes of our distinguished American artist, Mr. J. Q. A. Ward, with a discriminating estimate of his works and genius. In reply to the question, where lies the charm of Mr. Ward's statues, the writer remarks: "It is scarcely enough to say that most of them are anatomically correct, are well posed, have true proportions, exhibit their subjects in a healthful normal state of Road along the Maritime Alps; "The Four in Hand," development, are gracefully and fitly draped—are, in a by Jennie J. Young, relating the history of coaching in word, obedient to the general laws of the sculptor's art.

England and this country, with glances at the litera-Nor would it be all the truth to relate how full they are ture of the subject; a second paper on the "Roumanian of vitality, how his marble women especially have blood Land," by Edward King, with many lively sketches of in their veins and distinctly marked planes in their travel in that romantic country, and pictures of the obs-us they should have if they really are women and not round-armed boys-and how when nude they never look nude, being veiled with artistic sentiment. The highest in art is always the inexpressible; the most exquisite and subtile is the most fleeting; at the touch of words. Of the sculptor himself, however, as he appears in his works, it is easy to speak. In the first place, he is possessed by an intellectual seriousness which never allows him to waste his strength upon commonplace, pairry, or merely pretty subjects, or to make use of tricks or artifices, conventional or individual; in the next place, his æsthetic instincts are keen, and he does not fail to please, to attract, to reach; furthermore, he is receptive of ideas from every intelligent source. 'I am always glad,' he says, ' to get help from anybody; a conceited fellow, you know, shuts out the light, and can't make progress in his art because nobody dares say anything to him.' Again, he has an impassioned and unbounded love for the free-the prairie, the Indian, the free social life of cities, the free republic of letters and of heart, or, I should rather say, to her soul; citizens. Still further, he is learned in his art, not often and for this she stands forth as one of the at a loss for the mechanical means necessary to the interpretation of human thought and emotion; and finally, he has listened, as Herakleitos would say, to the voice of the sibyl, who teaches what mere learning can never teach, 'attering things simple, and unperfumed and unadorned." The article on "Music in New-York Thirty Years Ago," by Matilda Despard, recounts some interesting historical reminiscences of Jenny Lind and other musical celebrities of that day; "Russian Literature," by Charlotte Adams, is an instructive paper, discussing the merits of some of the prominent national Russian authors; and Professor Simon Newcomb relates a singular instance of scientific fraud in the alleged discovery of a comet by one Chevalier d'Angos about a hundred years ago. "The Easy Chair" has an admir-able paper on "Our New Minister to Germany," the following paragraph from which explains the of the honor and sympathy with which Bayard Taylor was accompanied from our shores to his entrance on foreign official life: "Mr. Taylor is very widely known throughout the country as a man of perfect rectitude and simplicity of nature, who has made his own way, by his own industry and character, and by the most diligent cultivation of his literary talent, to results which have given instruction and delight and inspiration | delirium tremens." to thousands of readers. But his success and reputation have not in the least degree spoiled him, and the man has the fresh and generous and unsuspicions heart of the boy. Moreover, his activity and his distinction have not been such as to bring him into collision with persons or interests or parties. His temperament is cheerful and hopeful, and his temper so sweet and winning that hostile feeling is impossible. At a time when party passion is weak, and the country prefers harmony to contention, the appointment of a wan whom every body likes, and whose career has illustrated the qualities that Americans feel to be peculiarly characteristic, as minister to a country of whose language and literature he is master, with which he has the tenderest ties, and in which his name is honorably known as a friend, strikes public feeling as so felicitous that it highly enjoys its own pleasure, and gladly cheers the representa tive of what it admires. He adds another name to the long list of the literary men of our race who have served in diplomatic positions, beginning with the seven embassies of Chaucer, and signally illustrated in our own service at this time by Mr. Taylor's colleagues, George P. Marsh in Italy and James Russell Lowell

#### SCRIBNER.

in Spain."

A good article is devoted to the discussion of the claims of engraving to be ranked as one of the Fine Arts, by Mr. William J. Linton, in which that eminent wood-engraver maintains the affirmative side of the question, contending that "he who works in Art, artfully, artistically, is an artist, whatever his subject. whatever his material, whatever his tools." In regard to the essential nature of true art, Mr. Linton incidentally disclaims the principles of pre-Raphaelitism, affirm ing that "Art is the truthful representative of the Beau, tiful," a definition which is no doubt applicable to the purpose of his discussion, but which, unless it regards the term "beautiful" as including the whole sphere of emo.

tion and sentiment, does not cover the ground of controversy. Mr. Linton's paper, however, abounds with interesting suggestions, and is well worthy the attention of the student of the principles or the practice of Art. Dr. Thomas N. Brewer writes on a specialty in which he is preëminently at home, contributing a second paper on "Bird Architecture," with a plenty of curious facts illustrating that branch of animal economy and the wonderful instincts by which habitations are provided for the new comers of the singing tribes. Mrs. S. B. Piatt's little poem, "After the Quarrel," shows the difference between a delicate percil and a whitewash brush, and has too many fine touches not to be quoted

Hush, my pretty one. Not yet.
Waft a little, only wait.
Other blue flowers are as wet
As your eyes, outside the gata
He has shut forever.—But
Is the gate forever shut !

Just a young man in the rain Saying (the last time by "good-night!" Should be never come again Would the world be ended quite by Where would all these rose-buds go by All these robins by Do you know by

But—he will not come! Why, then,
Is no other within call!
There are men, and men, and men—
And these men are prothers all!
Each sweet fault of his you'll find
Just as sweet in all his kind.

None with eyes like his† Oh—oh! In diviner ones did I Look, perhaps, an hour ago. Whose† Indeed (you must not cry) Those I thought of—are not free To laugh down your tears, you see.

Voice like his was never heard i No-but better ones, I vow; Did you ever hear a bird!— Listen, one is singing now! And his gioves i His gioves! Ah, well, There are gloves like his to sell.

At the play to-night you'll see, In mock-velvet cloaks, mock earls With mock-jewelled swords—that he Were a clown by!—Now, those curls Are the barber's pride, I say; Do not cry for them, I pray.

If no one should love you! Why, You can love some other still:
Pinlip Sidney, Shakespeare, ay,
Goed King Arthur, if you will;
Raphael—he was handsome too.
Love them, one and all. I do.

The adaptation in "Brich-Brac" of some old French metrical forms to English versification by H. C. Bunner, a young New-York poet, indicates a hand of promising skill, and records several successful tours de force in walking on the poetleal tight-rope. "Lying as a Fine Art," is illustrated by Mr. W. L. Kingsley in an amusing exposition of the "History of Connecticut," by that prodigy of American Munchasusens, the Reverend Samuel Peters. In "Topics of the Time," under the head of "crime in its own element," the editor has some terrible strictures on the career of Tweed and Restell, with whom he associates another conspicuous person, whose name, though not mentioned, has been too long blazoned before the public not to be familiar to every reader :-

public not to be familiar to every reader:—
There is a woman in Brooklyn who chooses to advertise herself as a liar, a perjurer, and an adulteress. She chooses to spread a story of her own wickedness and her own ineffable worthlessness and shame throughout the length and breadth of the land, to pollute the idaily literature of her country, to make herself an unsavery topic of conversation, to exhibit herself to the leathing contemplation of her own children. If this woman is what she says she is,—or what last she said she was,—she volunteers to enter the class with Tweed and Restell, and we are in no way responsible for bringing her into association with their memories. If she is not what she says she is, then nothing but the plea or the fact of insanity or imbeelify can release ner from a classification with the moral monsters of the world. She is either a jumping-jack, pulled by a string out of sight—irresponsible and worthless,—or a person of incalculable wickedness. To this alternative every rational mind is bound.

wickenness. To this internative every fathonal limit is bound.

Now it happens that the self-advertised lies of this woman relate to a crime which implicates a great man whose life has been one of remarkable beneficence and usefulness. In every good work he has been among the foremost. Thousands of lives have been reformed or elevated under the inspiration of his example and his cloquence. His word has never been impeached. His character was never besmirched until it was touched by the inger of this woman, who yolunteers, with the blind waywardness that sometimes smites a liar, to prove that her word is more utterly and irredeemably worthless than that of any other woman in America. The fact is patent that in any fairly virtuous community no more credence would be given to her word, as against his, than if she were one of Dr. Gray's madmen, or one of Dr. Wilbur's idiots.

Another article in this number of somewhat unusual

Another article in this number of somewhat unusual interest is "A New American Industry," by Charles Barnard, describing the process of preserving peaches in their natural state by evaporation, without the addition of sugar, syrup, brandy, or any other artificial aid-a process no less applicable to grapes, cherries, currants, raspberries, blackberries, plums, tomatoes, corn, Lima beans, and other vegetables than to peaches.

The June Lippincott consists to a large extent of popular descriptive articles, of which the illustra-tions are fully as copious and interesting as the letter-press. Among these are "Easter on the Riviera," containing an account of Nice, Cannes, Monaco, Mentone, national life and society. Miss Young's account of coaching is timely and elever, and the illustrations are unusually well done. A warmly sympathetic paper on Elizabeth Barrett Browning, by Marion Couthouy, treats chiefly of the personal characteristics of the illustrious poetess, describing her as a model of true and noble womanhood, in which even the splendor of her genius was eclipsed by the feminine qualities of her nature. "Even the shafts of her logic were winged with womanly passion. The highest charm of her character consists in the fact that the endowment of intellectual energy never for an instant laid so heavy a strain upon her heart as to crush out the tender feminine qualities. which she herself regarded as the brightest glory of woman. Her power of loving was so vast that we might ignore all the rest, and say that she was all love. and yet acknowledge her, for that reason alone, as ex cellently great. She gave all her greatness to feed her love. She made her intellect contribute its life to her grandest, loveliest, most real women who ever lived." The poetry in this number is also all womanly, contrib uted by Celia Thaxter, Emma Lazarus, and Louise Chandier Moulton. There is food for reflection in the following paragraph from one of Mrs. Lucy Hooper's graphic Pa risian papers: "The immederate use of absinthe is said to have caused much of the insanity that now peoples the asylums of Paris. The horrors of the siege and the Commune, and the over-indulgence in wines and liquors during those dreadful months, drove many a poor creature raving mad. During the period extending from October, 1870, to May, 1871, the consumption of alcoholic drinks in Paris amounted to five times as much as it ordinarily is during an entire year. The reason of this is simple enough. Food was scarce in the beleaguered city, and liquor was plentiful. People lived for weeks on bread and wine. Fuel was not to be had, so draught of brandy were resorted to for warmth. Such a regimen acting on frames enfeebled by want, on minds exasp rated by defeat and sorrow, on passions inflamed by scenes of carnage, might well drive a whole population distracted. Hence, I doubt not, came nine-tenths of the disorders and the horrors of the Commune. Paris during that terrible period was literally suffering from

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New-York, Havana, & Mexican Mairs, S. Lane, Steamers leave Pier No. 3, North River, Folk HAVANA and VERA CRUZ, Calling at Progreso, Cambeachy, Frontera, CITY OF WASHINGTON (Havana only), THURS, May 30, CITY OF MEXICO, New-Oricans June 9 for 8 Vera Cruz, via Matamoras, Tuspan, Tumpleo, making close connection with steamer for Havana, New-York and all the above ports. F. ALEXANDRE & SONS, 31 and 33 Broadway.

PACIFIC MAIL STEAMSHIP COMPANY'S

For CALIFORNIA, JAPAN. CHINA, CENTRAL, SOUTH AMERICA, SANDWICH ISLANDS, NEW-ZS-LAND, AUSTRALIA, BRITISH COLUMBIA, WAS INGTON TERRITORY and OREGON.
Salling from Pier foot Canal-st., North River.

For SAN FRANCISCO. via ISTHMUS OF PANAMA.
Steamship ACAPULCO, Princy. May 31.2
Connecting for Central and South America.
From SAN FILANCISCO to JAPAN and CHINA.
Steamship CHINA. Toesday, June 4.
Steamship CHY OF PEKING, Monday, July 1.
Steamship CHY OF TOKIO. Threeday, August 1.
From San Francisco to Sandwich Islands, Australia a lew-Zealand.

New-Zealand,
Steamship AUSTRALIA, MONDAY, June 10.
For Irregist and passage apply at Company's Office, No. 5
Bowling-green, New-York.

CYPATE LINE

TO GLASGOW, LIVERPOOL, DUBLIN, BELFAST, LONDONDEBRY, and the PARIS EXPOSITION, From Piers 2 North River, bot of Canaist, as tollows:
STATE OF VIRGINIA. Thursday, May 20 STATE OF VIRGINIA. Thursday, June 6 STATE OF GEOLUGIA Thursday June 6 STATE OF GEOLUGIA THURSDAY TH calin, \$10 to \$7.5, according to accommodations; return at reduced rates. Second cabin, \$15. Steerage at rates.

lowest rates.

Apply to AUSTIN BALDWIN & CO., Agents, No. 72 Broadway, New York

STEERAGE tickets at No. 45 Broadway, and at the Copany's pier, foot of Canai-st., North River.

DATE STATES AND BRAZIL MAIL

NITED STATES AND BRAZIL MAIL

FOR RIO DELANGING, TOUCHING AT ST. THOMAS, PARA, PIRNAMBUCG, AND BAHLA, TO LAND

The new first-diese from statements (117 OF PARA, (2.400 fors), Captain (arreiner, will sail for the above ports on THURSDAY, June 6, 212 a.m. Freight at low rates then for the above ports.

Freight recrived at all times at Roberts' Dock, Brooklyn.
INSURANCE LOWER THAN BY ANY OTHER LINE.

SHIPPERS DESRING INSURANCE CAN EFFECT SAME UNDER OUR OFES POLICY

For freight engagements, or passage having elegant accommodations, apply to

C. H. MALLORY & CO., Agents, Office, Fire 20 East River.

Mammouth Palace Steamers BRISTOL and PROVIDENCE leve New York dully from foot of Murray-st.

Mammouth Palace Steamers BRISTOL and PROVIDENCE leve New York dully from foot of Murray-st.

SAME OF THE STAR LINE

LEVER STAR LINE

LEVER STAR LINE

SAME OF THE STAR LINE

LEVER STAR LINE

LEVER STAR LINE

LEVER STAR LINE

SAME OF THE STAR LINE

And all points East, via Newport and Fall River.

Mammouth Palace Steamers BRISTOL and PROVIDENCE leve New York dully from foot of Murray-st.

SAME OF THE STAR LINE

LEVER ST

WHITE STAR LINE.
UNITED STATES AND ROYAL MAIL STEAMERS
FOR QUEENS FOWN AND LIVERPOOL.
Notice.—The Steamers of this Line take the Lane Routes
recommended by Licut. Maury, U. S. N., on both the outward
and homeward voyaces.
ADRIATH, Capt. Jennings.
BRITANNIC, Capt. Perry, Saturday, June 1, 4 p. in
FROM THE WHITE STAR DOCK, PLER 52, NORTH
RIVER.

IVE II.
These steamers are uniform in size and unsurpassed in an interents. The Saloon, State-rooms, Smoking, and Bath ome are placed amidships, where the noise and motion are stifelt, affording a degree of comfort hitherto unattainable sea. HAJES-Saloon, #80 and \$100, gold. Return Tickets on averable terms. Steerage, #28. favorable terms. Steerage, \$28.

For inspection of plans and other information, apply at the Company's Offices, No. 37 Broadway, New York.

R. J. CORTIS, Agent.

# Lost and fonnd.

BANK BOOK LOST.-Bank Book No. 302, 224 of the Bowery Savings bank is dussing. The index requested to return it to the bank. If not restored before e 5th day of May, 1878, application will be made to the ulk for a new book.

OST-Erie Railway Company first consoli-

### Bre Eream.

FUSSELL'S ICE CREAM. A successful record of 27 years has given FUSSELL'S E CREAM a reputation for purity, richness, and flavor, un-nailed. Church festivals and to the trade, 25 cents per quart; to lies, \$1 20 per gallon. 12 BIBLE HOUSE and 623 6TH-AVE.

#### Steamboats and Railroads

A LBANY BOATS DIRECT—Merchants' Ex A LBANT BOATS DIRECT—MERCHAIRS EACH press Line.—Elegant steamers WALTER BRETT of NEW CHAMPION will leave daily (Saturdays excepted), for Albany, from Canals A., North Buyer, first dock above People's Line, at 6 p. m., connecting with trains North and West, Ear (deck), 25c; cabin fare, 50c, meals, 50c. Freight taken lower than by any other lines.

A. P. BLACK, Supt.

NEW-HAVEN, HARTFORD, &c.-Fare, \$1. New-Haven at 3 and 11 p. m., connecting with road.

DENNSYLVANIA RAILROAD. - GREAT TRUNK LINE AND UNITED STATES MAII ROUTE. On and after May 12, 1878, trains leave New York, via Desbrosses and Courtlandt Streets Ferries as fol Express for Harrisburg, Pittsburg, the West and South, vith Pullman Palace Cars attached, 9 a. m., 6 and 8, 30 p. m., with Prailman Palace Cars attached, 9 a. m., 6 2nd 8: 30 p. m., daily.

For Williamsport, Lock Haven, Corry and Erie, at 8:30 p. m., connecting at Corry for Titusville, Petroleum Centre and the Oil Regions. Williamsport and Lock Haven, 9 a. m. Baltmort, Washington and the South, "Limited Washington Repress" of Pulman Parlor Cars daily, except Sonday, 9:30 a. m., 1, 6:30 and 9 p. m. Sunday 6:30 and 9 p. m. Regular at 8:20 a. m., 1, 6:30 and 9 p. m. Sunday 6:30 and 9 p. m. Sunday, 4:30 and 9 p. m. Sunday, 4:30 and 9 p. m. Sunday, 4:30 and 9 a. m., 5, 6, 6:30, 7, 7:30, 8:20 and 9 p. m. Sunday, 4:30 and 9 a. m., 5, 6:30 and 9 p. m. Emigrant and second class, 7 p. in.

Boats of "Brooklyn Annex" connect with all through trains at Jersey City, afording a speedy and direct transfer for Brooklyn travel.

For trains to Newark, Elizabeth, Rahway, Princeton, Trenton, Perth Amboy, Flemington, Belvidere and other points, see local schedules at all Ticket Offices.

Trains arrive:—From Pittsburg, 6:50, 10:40 a. m., 10:20 p. m., daily, 10:10 a. m., 6:50 p. m., daily, except Manday, From Washington and Ballimore, 6:50, 9:40 a. m., 4:10, 5:15, 10:10 p. m. Sanday, 6:50, 9:40 a. m., 7:00 P. 11:50 a. m., 6:50, 10:20 p. m. Sanday, 6:50, 6:

16:10, 10:20 p. m.

Ticket Offices, 5:26 and 9:44 Broadway, No. 1 Astor House, and foot of Desbrosses and Courtlandists; No. 4 Court-st, and Brooklyn Annex Depot, foot of Fulton-st., Brooklyn Nos., 114, 116 and 118 Hudson-st., Hoboken: Depot, Jersey City. Emigrant Ticket Office, No. 8 Battery-place.

FRANK THOMSON, L. P. FARMER.

General Manager. Gen'l Passenger Agent.

THE MARY POWELL will make the first regular trip of the season on WEDNESDAY, May 22, leaving Vestry et., Fier 39, N. R., DAILY at 3:30 p. m.

150 MILES for 10 CENTS.

Citizens' Line-Troy boats-State-rooms only \$1;
berths, 25 cents; lst class fare 50 cents. New palace steamers "Saratoga" and "City of Troy" leave daily, except Saturday, at 6 p. m., from Pier 49, N. R., foot of Leroyst. Sure connection with express trains for all points North, East and West. State-rooms and brough tickets at 100 D'S EXPRESS, 944 Broadway, N. Y., and 4 Court-st., Brooklya.

#### Steamboats and Railroads.

ALBANY BOAT, PEOPLE'S LINE.-The ALBANY BOAT, PEOPLE'S LINE,—The leave Pier 41, North River, foot of Canai-st., daily (Sundays excepted) at 5 n. m., connecting at Albany with express trains for SARATOGA, LAKE GEORGE. LAKE CHAMPLAIN, the ADRIGONBACKS, MONTREAL and points NORTH and WEST. Tickets for sale at principal hotels and all of Wesout Express Offices in New-York and Brooklyn, Brooklyn passengers transferred free by "Annex" boats. First-class fare, \$1: deck, 2:c.; excursion to Albany and return, \$1.50.

PRIDGEPORT, and all points on Housatonic and Naugatuck Railroads. Pare, \$1. Steamer Bridgeport leaves t atharine-slip daily (Sundays excepted) at 11:30 a.m., and Bridgeport at 11 b.m.

BALTIMORE AND OHIO RAHLROAD.— Leave New York from foot of Desbrosses and Cortlandtsts.;
8:20 s. m. for Washington, Columbus, Cincionati, Indianap-cis, Chicago and the West, Richmond, Charleston and the South, Pullman cars from Baltimore to Newark, O., (and Charleso South. Pollman cars from Baltimore to Newark, O., fand Chicago.

1:00 p. m. rot Washington and the West, and the South via Gordonsville. Pullman cars from New-York to Baltimore and Washington, making close connections for Pitisburg. Chinoati, Inglampolis, Louisville, and St. Louis. Through Pullman cars Baltimore to Cincianati, St. Louis, and Pitisburg and Iron Washington to Augusta and Savannan.

9:00 p. m. daily, for Washington, the South, and West, Pullman sleepers from New-York to Baltimore and Washington, making close connections for Chicago Cheinnan, perannondul, Louisville, St. Louis, Columbas, Pitisburga, the South and Southwest. Through Pullman oses from Baltimore to Cincianati, connects at Washington Wile. Prints for Lynchburg. Florida, New Createst, please call at Company's affice, 315 Procton, New Createst, and depot, Jersey City.

ASK FOR TICK FUS VIA BALTIMORE AND OHIO and Destroses sts., and depot, Jersey City.
ASK FOR TICKETS VIA BALTIMORE AND OHIO
RAILEOAD.

CENTRAL RAILROAD OF NEW-JERSEY.
Ferry Station in New-York, foot of Liberty-st.
commencing New 26, 1877—Prains leave as follows:
630 in For Flemington, Easton, Relyiders, Manch
Chunk, Tamaqua, Wilkesbarre, Eimira, de. Connects at
Junction with D t. and w. R. R.
8-45 s. m. For High Bridge Branch, Easton, Harrisburg,
Mauch Chuns, Tamaqua, Hazleton, Wilkesbarre, Scrauton,
Wilhamsport, de.

Manch Cauras, Tamaqua, Hazleton, Wilkesbarre, Scranton, Wilhamsport, &c.
10:16 a. m. and 4:30 p. m.—For Somerville and Flemington.
1 p. m.—For Flemington, Kaston, Msuch Chunk, Tamaqua, Wilkesbarre, Scranton, Tunkhannock, Tamaqua, Hazelton, Resding, Pottaville, Harrisburg, &c.
4 p. m.—For High Bristee Branch, Easton, Belvidere, and Manch Chunk. Councets at Junction with D. L. and Vy. R. R. 5:30 p. in., daily—For Easton, Allentown, and Harrisburg.
E.25 p. m.—For Easton.
For trains to local points see time-table at stations.
FSUNDAY, TRAINS—Leave at 9:30 s. m., 12 p. m. for Eound Brook and intermediate points, and at 5:30 p. m. for Easton, Reading, and Harrisburg.

PORT, and at Squan to and from POINT PLEASANT.

FREEHOLD and NEW-YORK RAILWAY connections. Leave foot of Liberty-st., for Freehold, at 4, 5:15 p. m.

NEW-YORK AND PHILADELPHIA NEW

BOUND BROOK ROUTE.

FOR TRENTON AND PHILADELPHIA.

Leave New-York for Trenton and Philadelphia at 6:30, 8, 6:30, 11:30 a. m., 1:30, 3:30, 5:30, 12 p. m., and at 4 p. n. for Trenton,

Leave Philadelphia from station North Pennsylvania Sallroad, Third and Berkessts, at 1:205, 7:30, 9:30, 11:30 a. m., 1:30, 3:30, 5:30 p. m.

Leave Priladelphia from station North Pennsylvania Sallroad, Third and Berkessts, at 1:205, 7:30, 9:30, 11:30 a. m., 1:30, 3:30, 5:30 p. m.

Leave Trenton for New-York at 1:20 (except Monday), 6:35, 8:05, 10:20 a. m., 12:15, 2:15, 4:10, 6:15 p. m.

Pallman Drawing, Boom Cars are attached to the 9:30 a. m., 5:30 p. m. trains from New-York, to the 7:30 a. m. 1:30 b. m.

Trants from Philadelphia.

SUNDAY TRAINS—Leave New-York and Philadelphia at 8:30 a. m., 5:30, 1:p. m., Leave Trenton at 1:20, 10:20 a. m. 6:10 p. m.

Tickets for 2ale at 100t of taberty-st., Nos. 5:29 and 3:44 Broadway, at the principal hotels, all offices of the Eric Railway in New-York and Brooklyn, and at 8o. 4 Court-st., Brooklyn, Baggage checked from residence to destination.

H. P. BALDWIN, Gen. Pass. Agent.

cago.

p. in.—Emigrant watn for the Weyl.

cans leave Chambers Strest Depot, New York, for

ewark, 645, 839, 11:30, a. in. 3, 15, 4:15, 5:15, 6:15, 7:30

and 12 midnight Saturday nights only. Sundays, 9:15

noon, 145, 3, 845, 430, 5415, 6, 650, 8, 10 p. m., 12 midnight, Sundaya, 6, 850, 16415 a. m., 145, 630 p. m., and 12 midnight. Paterson, 6, 645, 745, 830, 10, 10, 15, 11, 30 a. m., 12 soon, 145, 3, 3, 15, 345, 4415, 430, 5, 545, 6, 6415, 630, 7, 8, 10, p. m., and 12 midnight. Sundaya, 6, 850, 945, 10415 a. m., 145, 630, 7 p. m. and 12 midnight. Sundaya, 6, 850, 945, 10415 a. m., 145, 630, 7 p. m., 12 midnight. Sundaya, 6, 850, 945, 10415 a. m., 145, 650, 7 p. m., 12 midnight. ndmight.

Cornwall, 7:45, 9 n. m., 3:30, 4:30 p. m. Sundays, 8:30 a. m.

Warwick, 7:45, 10:15 a. m., 4:30 p. m. Sundays, 8:30 a. m.

Newburgh, 7:45, 10:15 a. m., 3:30, 4:30 u. m. Sundays, 8:30 a. m.

Rondoul and Kingston, 9 a. m., 3:30 u. m. Sundays, 8:30 a. m.

Goshen, 6:00, 7:45, 9:00, 10:15 a. m., 3:30, 3:45, 4:30, 7:00 p.

a. Sundays, 6:30, 8:36, 10:15 a. m., 6:33, 13:4, 4:30, 7:00 p. m.

Mindletown, 7:45, 2:30, 16:15 a. m., 6:33, 13:4, 4:30, 7:00 p. m.

Sundays, 8:35, 16:15 a. m., d. 3. 13:4, 13:0, 7:00 p. m.

Sundays, 8:35, 16:15 a. m., d. 3. 13:4, 13:5, 7:00 p. m. Sundays, 8:30, 10:15 a.m., 0:30, 7:00 p. m. The 0:00 a. m., and 1:30 p. m. trains connect with New York and Oswego Moland B. R., at Main-et.

Fort Jervis, 7:45, 9:00, 10:15 a.m., 4:30, 6:00, 7:00 p. m. Sundays, 8:30, 10:15 a.m., 6:30 and 7:00 p. m.

Noth.—Trains leaving Chamberses, on even or haff bours before 9:00 p. m., leave Twenty-third at afteen minutes earlier than above time; trains seaving Chambersest, on quarter hours leave Twenty-third-st. thirty minutes earlier. Boats leave Twenty-third-st. at 9:45 and 11:35 p. m., connecting with trains leaving Chambersest, at 10:00 p. m., and 12:00 mid-might.

Mammouth Palace Steamers BRISTOL and PROVIDENCE leave New York duly from foot of Murray st.
5 P. M. } June 3 to september 8, inc. { From 28 N. R. Leave Brooklyn, via "Annex" boat, at 4:30 p. m.

Tickets and Staterooms secured at all principal hotels and icket offices, at the pier and on stemmers, BORDEN & LOVELL, Agents GEO, L. CONNOR, General Passenger Agent. LONG BRANCH and PHILADELPHIA, via ONG BRANCH ABRI FIRMADEMENT AND ANY IN.

I New Jersey Southern Railroad, Commencing May 13, 878, attenders will leave New-York, Pier 8, North Silver foot of Rector-st.), connecting at Sandy Hook with trains for Long Branch 1830 a. m. 1, 4 and 6 p. m.
Red Bank and Toms River 1930 a. m. 1 and 4 p. m.
Cedar Creek and Waretown 9-30 a. m. and 4 p. m.
Rarnegat and Tuckerton 4 p. m.
Vincland, Bridgetch and Atlantic City 1 p. m.
Philadelphia and Pemberron 1 and 4 p. m.
Sandays for Long Branch 9-30 a. m.
WM. S. SNEDEN,
General Manager.

LEHIGH VALLEY RAILROAD.

ARRANGEMENT OF PASSENGER TRAINS Jan. 1, 1877; -- Leave depots foot of Courtinnic and Desbrosses-sta., at 6:30 p.m. Night Express, daily for Ession, Bethlehem, Allentown, Manch Chunk, Wikesburre, Pittston, Savre, Einnig, Othica, Auburn, Rochester, Enfine, Nagara Falia and the West. Fullman sleeping constitution, Nagara Falia and the West. Fullman sleeping constitution, Sayre, E. General Eastern Office, Corner Church and Courthand-sta. GHAS, H. CUMMINGS, Agent.

CHAS. H. CUMMINGS, Agent.

NEW - YORK CENTRAL AND HUDSON
RIVER RAILROAD.—Commencing April 22, 1878,
through trains will leave Grand Central Depot:
5:00 a. m., Western and Northern Express, drawing room
cars to Rochester and St. Albans.
10:30 a. m., Special Chicago and Western Express, with
drawing room cars to Canandhikua. Rochester and Buffalo.
11:00 a. m. Express to Utica and Ruthand, drawing foom
car to Saratoga.

car to baratoga.

4 00 p. m., Albany and Troy Express.
6 00 p. m., St. Louis Express, daily, with sleening cars for St. Louis, running through every day in the week; also, sleening cars for Buffulo Nagara Falis, folicito and Detroit, and to Montreal, excepting Sunday night, via Saratoga.
7:30 p. m., Fast Express for Bochester, and Corning via Geneva, with through sleeping cars.
8:30 p. m., Fasting Express, daily, with sleeping cars for Rochester, Niagara Falis, Buffalo, Cieveland, Folicilo, Detroit and Chicago, also, to Watertown excepting Saturday night, and to Montreal via St. Albans excepting Saturday and Sunday nights. cay hights.

11.00 p. m., Express, with sleeping cars, to Albany and Troy, theory p. m., Express, with sleeping cars, to Albany and Troy, theory trains as per Local Time Tables. Tickets for sale at Nos. 252, 261 and 443 Broadway, and at Westcott Express Ca.'s Offices, Nos. 3 Park-place, 785 and 942 Broadway, New-York, and 333 Washington-st. Brooklyn.

C. B. MELKEE, General Passenger Agent.

RONDOUT and KINGSTON, landing at Newburg, Poughkeepsie, Highland Falls (West Point). Cornwall, Mariboro, Milton, Esopus, connecting at Randont with Ulster and Delawara and Walkill Valley Halitonous Steamboats Thomas Cornell and James W. Baldwin leavedaily at 4 p. m. from Pier 34 North River, foot of Harrison st.

THE GREAT PROVIDENCE LINE. To BOSTON, via Providence, direct,

A FULL NIGHT'S REST. ONLY 42 MILES OF RAIL.
The favorite Palace Steamers
MASSACHUSETI'S, Captain Ray Allen, RHOBE ISLAND, Captain Jesse Mott, Leave daily (Sundays excepted) from Pier 29, North River, foot of Warren et., at 5 p. m. Passengers arrive in Boston at 7 a. m. No intermediate landings between New-York and Providence.

THE OLD RELIABLE STONINGTON LINE. THE OLD RELIABLE STOMMOTON LINE,
FOR BOSTON AND ALL POINTS EAST,
at 5 p. m., from Pier 33, North River, foot of Jay-st.
Staterooms and tickets FOR EITHER LINE secured at
No. 365 Broadway, and at all offices of Westcott's Express
Company. Also tickets sold at all hotel ticket offices. Passengers and freight via either him taken at lowest rates.
D. S. BABCOCK, President.
L. W. FILKINS, General Passenger Agent.

То Риплабегрија, PENNSYLVANIA RAILROAD. THE OLD ESTABLISHED ROUTE AND SHORT LINE NEW YORK AND PHILADELPHIA.

Pinladelphia, two in New 1 or it.

Double Track, the most Improved Equipment, and the Fastest
Time consistent with absolute safety.

On and after May 12, 1878.

Express Trains leave New York via Desbrosses and Courtlandt Streets Ferries, as follows:
430, 7:30, 8:20, 9 (9:30 limited), 11 a. m., 1, 4, 5, 6, 6:30, 7:30,
8:30 and 9 p. m. Sunday, 4:30 and 9 a. m., 5, 6, 6:30, 7:30,
8:30 and 9 p. m. Sunday, 4:30 and 9 a. m., 5, 6, 6:30, 7:30,
8:30 and 9 p. m.

Beats of "Brooklyn Annex" connect with all through trains
at Jersey City, affording a speedy and direct transfer for
Brooklyn travel.

Returning trains leave Philadelphia 3:20, 3:35, 7, 7:30, 8,
8:30, and 11 a. m. (Limited Express, 1:30 p. m.), 2, 4, 5:30, 7,
and 7:35 p. m., and 12 midnight. On Sunday, 3:20, 3:35, 7, 8,
8:30, a. m., 4, 7:35 p. m., and 12 midnight.

Ticket offices, Nos. 5:25 and 6:44 Broadway, No. 1 Astor
House, and foot of Desbrosses and Courtlandt-sai, No. 4 Courtst., and Brooklyn Annex Depot, foot of Fulion at, Brooklyn;
Nos. 114, 116 and 118 Hudson at, Hoboken, Depot, Jersey
City, Emigrant Ticket Office, No. 5 Battery-place.

Firank Thomson,
Gen'l Passenger Agent.

# REAL ESTATE.

NEW-YORK. Monday, May 20, 1878. The following sales were held at the Ex-

The following sales were held at the Exchange Salesroom to-day:

Neslease of Salesroom to-day:

Neslease of Salesroom to S

NEW-YORK CITY.

Park ave, w s. 5c. 1.2 ft s of 38th at, 17x80, Aifred F Carpenter and wife, to George R Wright East 5-th st (No 30), 20x100-5xirregular, Harriet T Smith, William Henry Smith and wife, to Clara W 1000. Smith, William Henry Smith and wife, to Clara W
Root.

Root.

Washington-ave, Raifroad-ave, Adams-st, and Whetmore-st (24th Ward, 15 lots), William P Worster
to Mary C Worster.

Park-ave, w. s. 56.15 it so (38th-st, 17280, George R
Wright to Mary L Carpetter.

7th-st, n. s. 250, 50x1022, Edward B Cowles, referred,
10 Sandeshury L Bradley.

3d-ave, w. s. 9.29 ft w of Moto-st, 23.0x100, Thomas
Rae and wife, to Henry Brinca man.

123d-st, n. s. 188.4 ft w of 4th-ave, 28.4x100; and also
125d-st, n. s. 188.4 ft w of 4th-ave, 18.5 x2100,

4 h ries C Webrum to John Mar.

Wilhard-ave, n. s. 75 ft ce of 34st, 50x100, Jane Potter
to Mises L Cook.

8 Anni-save, w. s. (23d Ward, 10ts Nos 137, 138, 139
and 140), 100x100, Thomas H Rodman and Dwight
Johnson, executors, etc., to Guska's Eshwab.

East 32d-st (No 244), 18.0x563, Harriet J McAnana
an-others, to Fanny MeGuire.

5d st, s. s. 250 ft e of 10th-ave, 25x100.5, Ambrose Mopoll, referred, to Richard P. Betta.

5th-ave, n. e or 130th-st, 16.8x75, Ambrose Moneil,
refere, to Annie W Gould.

Armstrong, Harriet C and husband, to Mahlon Sanda and others, executors, etc., as East Broadway, w of Cintoon at, 5 years.

Barry, Julia A, to Simon Seward, n e, söd-st, e of 5th ave 3 years.

Eraciey, Saniiesbury and wife, to H V Peshler, goar disc, etc., n s 77th st, e of oth ave 4 months.

Cook Mines P to Jane Potter, w s Williard ave (E4th Ward, Instalments.

Polke Theodore, to Daniel H Smith, n s 86th st, e of Ave B; and also n s 86th st, e of Ave B; and also n s 86th st, e of Ave B, year.

Gibbs, Joshua and wife, to William Kevan, s s 11th st, e 172 ave, 1 year.

Mechan, Michaer and wife, to Henry F Hills, committee, etc., Nos 67 and 69 Montgomery st, years.

Mess, Sophia D, to the Emigrant Industrial Savings Hank, No 2-94 Madison-st, 1 year.

Paissag, Joseph and wife, to George Militan, e s 3d-ave, not 141th st, years.

RECORDED ASSIGNMENTS OF MORTGAGES. German Savings Bank of New York City to P Watren Roeme, Charles and others, executors, etc, to James A Bennett Same to Anna Monell and Mary M Roome..

# Eity Real Estate for Sale.

CROSBY-ST. PROPERTY, near Broome, will be sold very low to a pasty able to pay \$1,009 or \$3,000 in cash; midut exchange in part for Brooklyn house. BULAND & WHITING, 5 Beckman-st. FOR SALE or EXCHANGE-A first-class

and fully jurnished: near the Windsor Hetel, W. H. WELLE, 55 Liberty st.

#### Country Real Estate for Sale.

A T CROTON LANDING-FOR SALE .-A FARM of 26 acres, suitable for a gentleman's country residence. The property is located on the west side of the Abany Post Boad, one mile north of the station, and commands extensive views of the Hudson River. The land is fully cered with applies, pears, and other remail returns, and is all under cultivation. The buildings comprise a good barn, ice-house, and other out-buildings; the house contains 11 large rooms. EDWARD CLARKE, Tribune Office.

17. to confer with any gentleman wishing to purchase a FINE COUNTRY RESIDENCE, on the line of the Hudson River Railroad, and an hour and a halfs ride from the city. The honse has all the modern conveniences, is heated by ateans, rooms large, ample outbuildings, the conservatory, abundance of water, and choice fruits. Property is located at Peckskill. Surroundings in all respects desirable, and from 25 to 40 acres of land.

FOR SALE.-Two hours from 42d-st.-Fine

FOR SALE or TO RENT, at White Plains, on the Harlem Raitroad, 45 infinites from 12d st., four new cottages, two with all modern conveniences. Will be sold cheap on very liberal terms, or rented for \$600, \$500 and \$500. Apply at 261 Broadway, New-York, or at White Plains, to Hail, Brown & Westcott.

FOR SALE—A very valuable and desirable property on the Hudson River; built especially for a young ladies school; buildings modern, and in excellent repair, ventilation, gas and water; location unexceptionable and very acressible. Half of purchase money can remain on property. Full particulars furnished responsible parties of application. Address

P. O. Box No. 2,005. New York City.

FOR SALE, TO LET, or will EXCHANGE A for unincumbered city property splendid residence and ten acres of land; one bour from New-York freshing the ocean; house has all modern improvement and grounds beautifully land out; pleity of chace fruits, carriage house, conservatory, stable, &c. Pros., \$75,000; originally cost \$60,000.

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